

Steve Hewitt was born in Bristol, moved to Weston-Super-Mare at aged ten. He was first introduced to all things nautical when he was pressed into the Sea Cadets by his stepfather. However, it worked out well upon joining and led to Steve joining the Royal Navy upon leaving school in 1979.

Much later in life, Steve's ancestry interests developed which was based on the work already done by his Uncle John Hewitt. Researching other family branches, Steve found there was a line of Victorian Royal Navy men and Coastguards. Hence the writing of this short episode in one ancestors Royal Navy career.

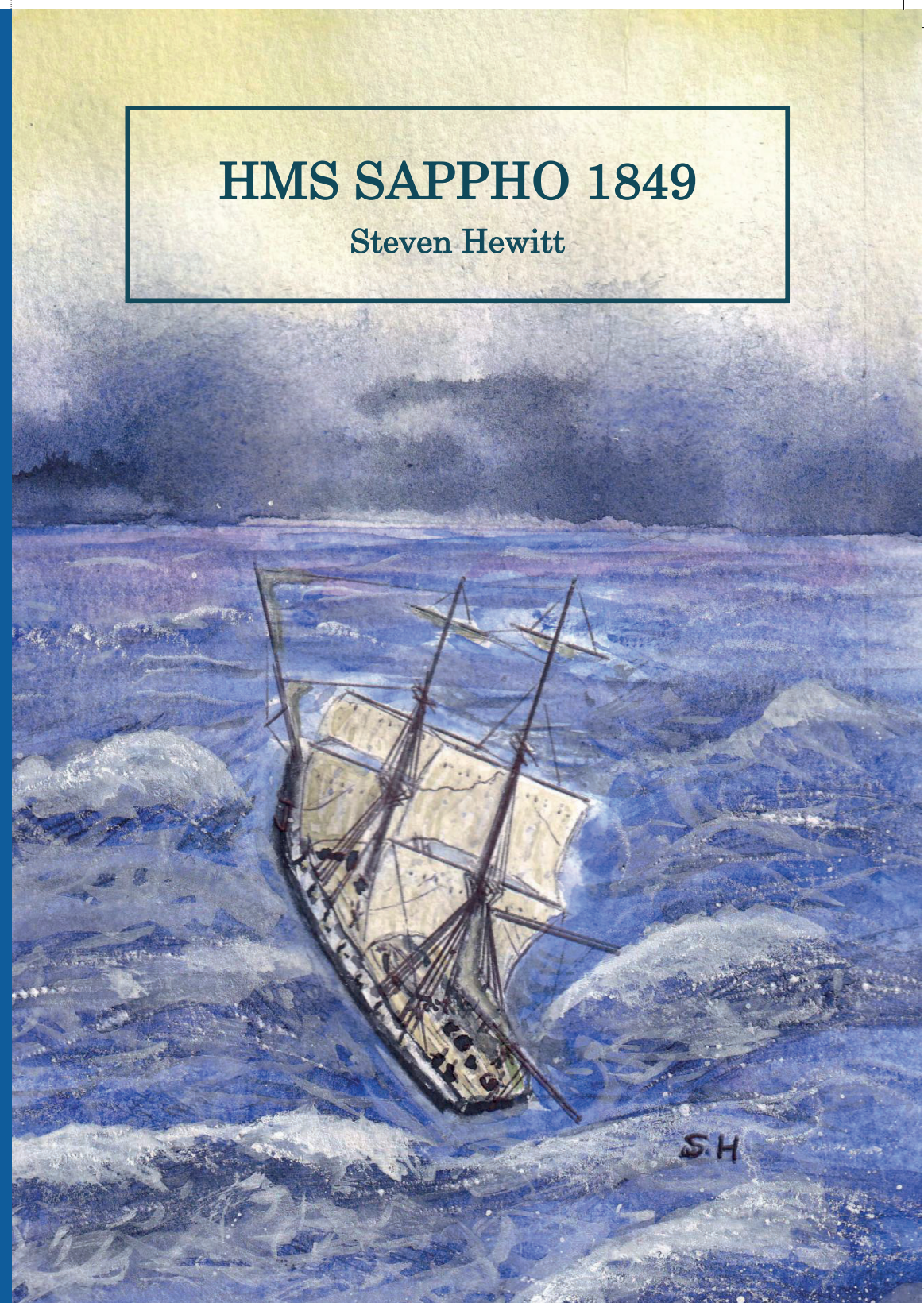


HMS SAPPHO 1849

Steven Hewitt

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First Edition

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Contents

Chapter 1.	Commissioning
Chapter 2.	Bedding in
Chapter 3.	The Crossing
Chapter 4.	Whole Gale
Chapter 5.	Bermuda
Chapter 6.	Entering the Caribbean
Chapter 7.	Port Royal, Jamaica
Chapter 8.	Mary Elizabeth wreck
Chapter 9.	Yellow Jack
Chapter 10.	Freebooter threat on Cuba
Chapter 11.	Disaster
Chapter 12.	Aftermath

Appendix

Sappho Ships Company

Ships Company List Abbreviations

Maps

Glossary

Bibliography

Preface

I had served in the Royal Navy in the 1980's. Later in my life I had found to my pleasant surprise that I have a line of ancestors who served in the Victorian Royal Navy and Coastguard. One particular ancestor of interest was William Tremble my 3rd great grandfather, born in Whitehaven Cumbria 1822. I was just one person away from him, as I did know and remember my maternal great grandfather, Robert Tremble. He would have known William (his grandfather) as they lived together in William's final years in Winchester. William died in 1905 in their home at the School House, Cheesehill Street.

William's father was a Coastguard at various stations around the UK coast. Alexander, William's elder brother had joined the Royal Navy and upon leaving joined the Coastguard. Likewise, William joined the Coastguard on leaving the Royal Navy. However, in 1854 the brothers Alexander and William were recalled back to the Royal Navy due to the Crimean War, where they served in the Baltic Fleet blockading the Russian ports.

During my research of William's service I found that William was nearly lost at sea, when his ship HMS Sappho had struck a reef in the Caribbean just off the coast of Belize and Honduras. This was especially poignant in my research when I found that William's son Edward was lost at sea with all hands on HMS Wasp somewhere in the South China Sea.

Therefore, the purpose of my interest was to record the events of that first year of the commission to the West Indies and North America Station on board HMS Sappho and attempt to recreate life on board using the actual accounts of the ship's log and other

naval records. I am hoping this would be of interest to my descendants or anyone with an interest in the Victorian Royal Navy.

For artistic purposes I assumed illustrative dialogue in the narrative of the events. However, there are only a few fictitious events in the dialogue or points of factual interest. I had researched some individual's records for any indication of their character. The dialogue was intended to add some idea of the type of characters; no person was shown to be of bad character unless it was documented. The actual names and their rank were retained in the story to hopefully help others find events of their ancestors. My research also included the dialect of the Victorian era and regional variations.

The cricket match at Bermuda was included for illustrative purposes as Royal Navy ships did play cricket against each other and the local teams as did the Army garrison as documented in the Bermuda Royal Gazette of that time. In reality Sappho being a small vessel and paying only a short refit visit may not have had the manpower or time for such an event. But it would have been a shame to miss highlighting that these events did occur on Bermuda. The fictitious personal letters written by my ancestors in the narrative are also illustrative but based on facts. Likewise, with other letters, which were based on the Admiral's letter book. I made substantial investments in subscriptions, book purchases, and National Archive copying services. The main resource came from researching Admiralty documents. I have also read extensively contemporary literature of sea faring accounts to improve my knowledge of life on board, seamanship and navigation of that time. I had also engaged in some practical experience on board T.S. Royalist on a long week cruise with the

Square Rigger's Club Charity. Additionally, I did have the opportunity to visit the Royal Navy Dockyard at Bermuda, which added to my sense of connection with William. My two visits to HMS Trincomalee at Hartlepool were also informative and is the same ship in these accounts.

To understand the world back then I have read academic works on the navy, America and politics. The newspapers of that time have also assisted with some interesting facts. Google Books was also an excellent free resource for naval related publications, manuals and pamphlets etc. Wikimedia was also excellent for free old Admiralty Charts. The bibliography lists all my sources.

Final note: Some years later, on a different commission in 1858, HMS Sappho was lost with all hands somewhere off the Australian coast.

APPENDIX

HMS SAPPHO SHIPS COMPANY

The ships company Ranks and Ratings listed are those at entry. The ships company men listed are the those who were embarked during 1849, not all were on board at various times as there were men on shore at the Port Royal hospital.

NAME	RANK OR RATING	D DD R	NOTES
LIST NO. 1			
MICHELL Reynell C	Cdr.	D	Court Martial ADM194/42/2391
DASHWOOD Francis J	Lieut.	DD	at Vera Cruz aa.110, 22 Jul 1849
POLKINGHORNE Charles J	Master	D	
STEPHENS J	Lieut.	D	Jamaica Hosp.
MALCOLM George J	Lieut.	D	To HMS WELLESLEY
GLINN Constantine G	Lieut.	D	To HMS ALARM
GILPIN George	Master (Act.)	D	
LIST NO. 2			
BARRETT John	Purser	D	
BAYNES William W	Surg.	D	
SPROUL William B	Act.Asst. Surg.	D	
LIST NO. 3			
ATKINSON W E	Cadet	D	

NAME	RANK OR RATING	D DD R	NOTES
HARDY J	Cadet	D	
BURNISTON AR	Asst. Master	D	
HARRIS George T	Clerk	D	
BATTERSHELL GW	Asst. Clerk	R	
PALMER C F	Mid.	D	
HULTON CH	Cadet	D	
TURNER JJ	Clerk	D	
LOAN FROM HMS IMAUM			
MUGFORD Augustus F	2nd Master	D	Court Martial ADM194/42/2391
BABINGTON Arthur WW	Act. Surg.	D	
MARINE NOT CLASSED			
PRICE Henry	C.Sgt	D	Port Royal Hosp.
LIGHT John	Fifer	D	
MARINE 3rd CLASS			
PATTERSON John	Pte.3C	D	
SURMAN William	Pte.3C	D	
LEWIS Samuel	Pte.3C	D	
KING George	Pte.3C	R	
KELLY Peter	Pte.3C	D	
STRATTON John	Pte.3C	DD	at sea aa.117, 28 Oct 1849
BONE Simeon	Pte.3C	D	
COLLINS Richard	Pte.3C	R	
BRYANT William	Pte.3C	D	Jamaica Hosp.
MILES George	Pte.3C	D	
PAIN Thomas	Pte.3C	D	
PITTS Jason	Pte.3C	D	

NAME	RANK OR RATING	D DD R	NOTES
ELLIS William	Pte.3C	D	
BAKER Charles	Pte.3C	R	
COOMBES George	Pte.3C	D	
BROOKS Samuel	Pte.3C	D	
LUCAS William	Pte.3C	D	
STEVENS William	Pte.3C	DD	at sea aa.115, 24 Oct 1849
WHITE William	Pte.3C	D	
LIST NO. 4.			
DRAKE George	Bos'n.3C	D	
OLIVER James	Car.(Act.)	D	
YABSLEY Henry	Gnr.(Act.)	D	
SHIP COMPANY			
PARNHAM James	Pursers Stwd.	D	
WELLS Jason	O.D.	D	
SHADE Jason	O.D.	D	
HINKS Joseph	O.D.	D	
WALFORD William	Gnr.M.	D	
HARDEN RICHARD	Q.M.	D	
VOLER William	Capt. M.Top	D	
REED GEORGE	Bos'n.M.	D	Jamaica Hosp.
BEACHAM William	A.B.	DD	Havannah aa.116, 1 Oct 1849
ARNEY John	A.B.	D	
BURNEY Robert	Cdr's Stwd.	D	
FRIEL James	Ships Cook	D	
NEILL Edward	G.R. Stwd.	D	
WILCOX Henry	G.R. Cook	D	
YOUNG Jesse	O.D.	D	
MAIN Andrew	Car.M.	D	
HOWELL Eli	O.D.	R	

NAME	RANK OR RATING	D DD R	NOTES
SPILLER William	Sailmaker	D	Jamaica Hosp
STEVENS George	Capt. M.Top.	D	Jamaica Hosp
LANGDON William	O.D.	R	
MCCARTHY Charles	O.D.	D	
PATTENDON J	O.D.	D	
BODY John	A.B.	DD	St.Johns ah.922, 7 Jul 1852
COTTLE William	Q.M.	D	
WHOLEY Donald	A.B.	D	
ROBERTS William	O.D.	DD	at sea aa.112, 16 Sep 1849
JACKA William	A.B.	R	
COFFIN Thomas	A.B.	R	
GOOGE George	A.B.	D	
O'BRIEN Patrick	O.D.	D	
WARD Charles	A.B.	D	
WITHRINGTON Charles	O.D.	D	
MORLEY William	Caulker	D	
VERSEY Edward	Capt. Mast	D	
BENZEY Frederick	A.B.	D	
CREIGHTON John	A.B.	D	
ABBOTT William	Musician	D	
ROSE William	A.B.	D	
Mc.INNES Donald	A.B.	D	
GOVE John	A.B.	D	Painter
LYONS William	Capt. Fore Top	D	
GARDINER William	Sub. Officers Stwd.	D	
WILLIAMS George	Blacksmith	R	
DURANT William	A.B.	D	
WATT George	O.D.	D	

NAME	RANK OR RATING	D DD R	NOTES
WEBB Edward	Bos'n.M	D	
BAZEL Robert	Capt. F.Castle	D	
MEDLAND Walter	Car.M.	D	
SIMMONDS James	A.B.	D	
PEARCE James	Capt. F.Castle	D	
CROUCH Henry	Car.M.	D	
DUGGAN James	A.B.	D	
CAMERON William	LDS.	D	
ADNAMS John	A.B.	D	Jamaica Hosp
MARSHALL. William	A.B.	DD	at Bermuda p.181, 18 Jan 1851
COOMBES SAMUEL	Car.M.	D	
FLETCHER Charles	Sub. Officers Cook	D	
ADNAMS James	Capt. Fore Top	D	
SHIRLEY William	Cooper	D	
WINDLE John	A.B.	D	
HEWITT William	A.B.	D	
EVERETT John	A.B.	D	
BROWN Stephen	A.B.	R	
TREMBLE William	Q.M.	D	
SPARKES Robert	A.B.	D	
WILLIAMS John	A.B.	D	
KING Thomas	O.D.	D	
BROWN Daniel	G.R. Stwd.	D	
BOYS 1st CLASS			
KING THOMAS	B1C	D	
DORE W	B1C	R	
HAYWARD Richard	B1C	D	
BOYS 2ND CLASS			

NAME	RANK OR RATING	D DD R	NOTES
PROUSE Walter	B2C	D	
COLEY Henry	B2C	D	
MITCHELL John	B2C	D	
PERKINS Robert	B2C	D	
REDWOOD Henry	B2C	DD	Drowned aa.128, 24 May 1850
WICKS William	B2C	D	
COLE William	B2C	DD	at sea aa.111, 2 Aug 1849
SCRUTTON Edward	B2C	R	
WARREN Albert	B2C	DD	Havannah aa.114, 29 Sep 1849
COOMBES Daniel	B2C	R	
BURTON Jason	B2C	D	Jamiaca Hosp.
BROOKMAN E. J.	B2C	D	
BUTT William	B2C	R	
GIBBONS William	B2C	D	
ROBERTS Jason	B2C	D	
THOROGOOD William	B2C	D	
DOWNHAM Charles	B2C	R	
GOODEY Frederick	B2C	D	
THOMAS Robert	B2C	DD	Jamaica Hosp. aa.127, 20 Nov 1849

SHIPS COMPANY LIST ABBREVIATIONS

Abbreviation Definition

3C Third Class

A.B. Able Seamen

Act. Acting

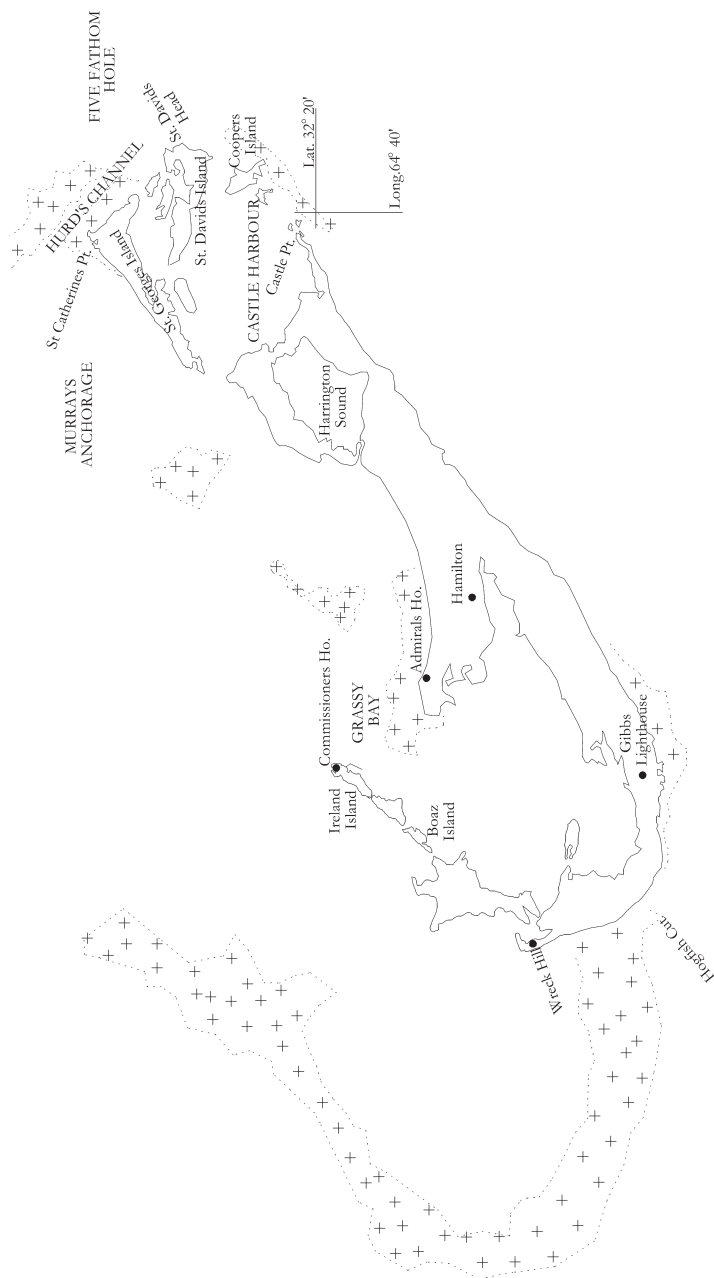
Asst. Assistant

B1C Boy First Class

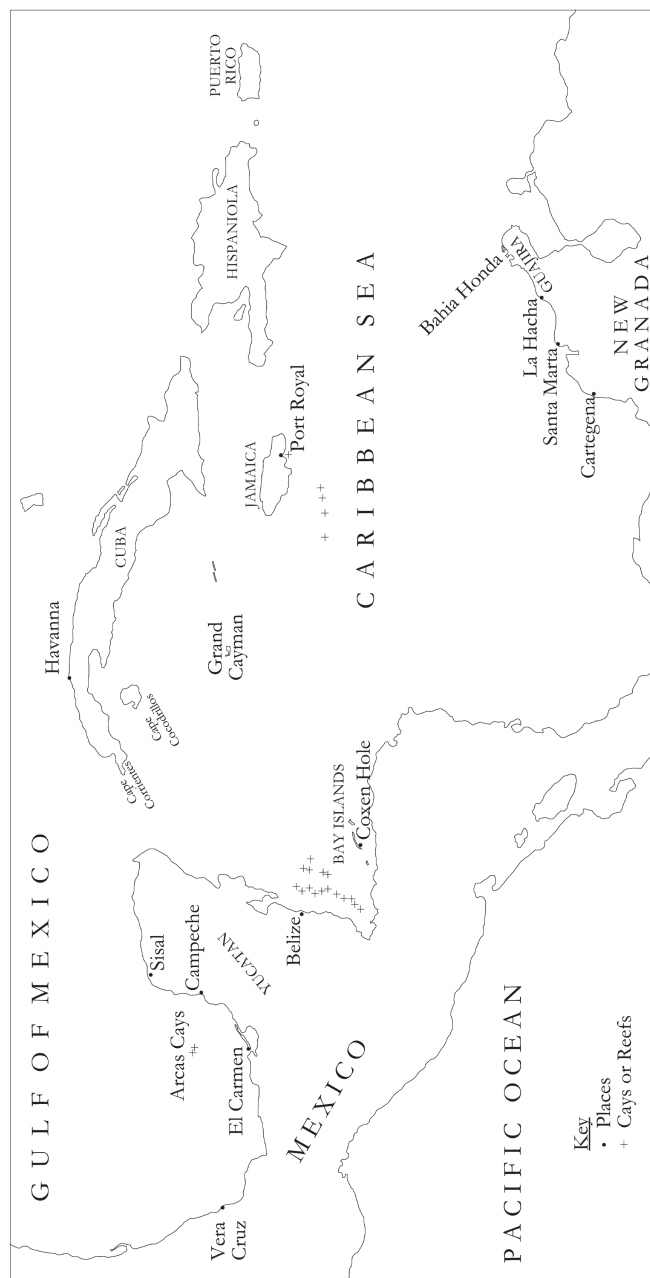
B2C Boy Second Class

Bos'n.	Boatswain or Bosun
Bos'n.M.	Boatswain Mate
Capt.	Captain, in this case part of the ship e.g. a Mast.
Car.	Carpenter
Car.M.	Carpenter Mate
Cdr.	Commander
C.Sgt	Colour Sergeant
D	Discharged
DD	Discharged Dead
F.Castle	Forecastle
Gnr.	Gunner
G.R.	Gun Room
Lieut.	Lieutenant
M.Top	Main Top
Mid.	Midshipmen
O.D.	Ordinary Seamen
Pte.	Private, in this case a Royal Marine
Q.M.	Quartermaster
R	Run, as in desert the ship
Stwd.	Steward
Sub.	Subordinate, in this case lower rank officers
Surg.	Surgeon

MAPS



Bermuda



West Indies and Caribbean Sea

GLOSSARY

A

ABACK. The situation where the wind blows on the wrong side of the sails to the side intended.

ABLE SEAMAN. A Naval rating/rank of an experienced sailor (aka A.B.). Lower rating to a Petty Officer.

ADMIRAL. A Royal Navy Flag Officer rank. There are various levels of ADMIRAL, in ascending order: Rear Admiral, Vice Admiral, Admiral and Admiral of the Fleet. They are typically, in charge of Stations, Battle Groups or Fleets. A COMMODORE was considered as a temporary Flag Officer.

AFT. Back end or rear of the ship. Also can be used to describe a position relative to something, example “aft of the fore mast”. See also STERN.

ANCHORS. For anchoring the ship. There are different types: Bower, Best Bower, Stream and Ketch.

ANCHOR MARKS. Bearings taken on the land after anchoring. These bearings are used to see if the anchor is dragging on the sea bed.

ARTHRITIC RHEUMATISM. Disease of the joints.

ARTIFICERS. Skilled craftsperson or artisan.

ATHWARTSHIPS. Reaching across the ship from side to side.

B

BAMFER. In this case Cornish slang for harass or torment.

BATTERY. A wall or parapet used to provide protection for shore based artillery.

BEAUFORT. A scale for measuring the severity of the weather numbered 0 to 12. That being 0 (zero) Calm to 12 Hurricane.

BEND. That part of a rope which is fastened to an anchor or sail. Typical example, in past tense the “sails were bent to the yard”.

BENT. Past tense of BEND.

BOATSWAIN. A Royal Navy Warrant Officer rank. He is responsible for the rigging, sails and anchors. He makes sure the men are at their stations and doing their duty. This rank is lower than a GUNNER.

BOBSTAY. A rope that holds down the BOWSPRIT.

BOOM. In this case a timber spar that attaches the the lower MAST horizontally from one end. The BOOM attaches to the Spanker sail bottom. A similar spar the Gaff support the Spanker top edge at an angle of about 45 degrees.

BOSUN. A shortened name for a BOATSWAIN in dialect.

BOWSPRIT. A strong pole protruding forward of the HEAD. Used for attaching STAY sails.

BRACES. Tackles that rotate the YARDS around the MAST sections.

BURGOO. Oatmeal porridge, lower deck breakfast.

C

CABLE. A large strong rope of a considerable length, usually 120 fathoms, used to retain the ship at anchor.

CADET. As in Naval Cadet. In this period a trainee officer. Lower rank than a Midshipmen.

CAPSTAN. A manually operated mechanical winch. Turned by the crew pushing on the Capstan bars.

CAPSTAN BARS. Timber poles that fit into the capstan head.

CAPTAIN. A Royal Navy officer rank. A lower rank to a COMMODORE Typically, a commanding officer of a rated ship with more than 20 guns, like a Frigate. Captain is also used for any commanding officer of a vessel, even though they are not the rank of a CAPTAIN. CAPTAIN is also used for PETTY

OFFICERS when they are in charge of a part of the ship, like Captain of the Main Mast.

CARPENTER. A Royal Navy Warrant Officer. An ARTIFICER. This rank is lower than a BOATSWAIN.

CARRENING. To roll a ship (haul down) to expose the hull above the waterline for inspection or repairs. That being one side at a time.

CAULK. A method to seal the ships hull to maintain watertightness. Done by filling gaps with OAKUM and covering with tar or resin.

CAULKER. A Royal Navy trade rating, a Working Petty Officer. A caulkers function or skill was to make the hull watertight by caulking the hulls planks.

CAY. A low bank or reef of coral, rock, or sand, especially one on the islands in Spanish America.

CHRONOMETER. An extremely accurate and stable timepiece. A clock.

COLOUR SERGEANT. In the case a Royal Marine Non-Commissioned Officer. In charge of all the Royal Marines embarked on the Sloop.

COPPERS. In this case the copper plating on the hull of the ship, weed and barnacles tend not to grow on copper.

COURT-MARTIAL A court composed of admirals and captains of the navy, for the trial of offenders against the articles of war.

CHUCKABOO. Old slang word for a friend.

COMMANDER. A Royal Navy officer rank. A lower rank to a CAPTAIN. Typically, a commanding officer of a non-rated ship with less than 20 guns, like a Brig or SLOOP. See CAPTAIN.

COMMADORE. In this era a temporary Royal Navy officer rank given to a CAPTAIN. In this case the COMMODORE Bennett

was in charge of the fleet in the Caribbean part of the West Indies Station. A COMMODORE was considered as a Flag Officer, see ADMIRAL.

COMPANION LADDER. On Royal Navy ships the ladder officers use to get to the quarterdeck from the lower deck.

COURSES. The lowest square sails on the masts or the ships principal sails.

D

DEAD EYE. Part of the standing rigging, round wooden blocks used to tension the mast SHROUDS.

DEVONPORT. A Royal Navy Dockyard at the City of Plymouth.

DOCKIES. Slang term for Dockyard workers.

DRAFT. Depth of water to float a vessel. Spelling as per ship log front page.

DYSPEPSIA. Difficult of digestion.

E

EARRINGS. Small ropes that fasten the top corners of the square sails.

EBB. Tide going out. See also FLOOD.

F

FATHOM. Depth of water measurement being 6 feet, (1.8 metres).

FID. A seamen's or sailmaker tool to open up the lay of the rope or stretching holes in canvas. A wooden pin shape, tapering to a point.

FISTULA. An anal fistula is an abnormal passageway that develops from inside a person's anus to the skin outside.

FLOOD. The in-coming tide. Opposite to EBB.

FOR'ARD. Naval dialect for forward.

FORE. Front end of the ship. Typically used as a prefix to a word or item, examples “Fore Mast”, FORECASTLE. See also AFT.

FORECASTLE. Short raised deck above the main deck and forward of the Fore Mast.

FOTHERING. A method to reduce or stop the ships hull from leaking. Typically pulling a sail under the hull in the leaking area and then putting quantities of OAKUM, wool or cotton etc. Where the material hopefully fills the leaking gaps.

FULL AND BY. An order to the HELSMEN to steer close to the wind without making the sails flap, making the ship slow down.

FURLING. The task of stowing the sails on the YARDS. Typically, by making folds and rolling the folded sail over the YARD and securing it with ropes called Gaskets.

G

GALLON. Old British unit of measurement. 8 pints.

GALLEY. A ships kitchen.

GIG. A ships boat, typically optimised for rowing.

GILL. Old British unit of measurement, one-quarter of an imperial pint or five imperial fluid ounces.

GLASS. In this case an hour glass type device to measure time. Or a telescope.

GROG. A navy victual of rum and water.

GUDGEON. The hinge part of the RUDDER on the ship or vessel. See also PINTLE.

GUNNER. A warrant officer who manages the ships guns and ammunition.

GUNROOM. An apartment at the after end of the ship used by the officers as a mess-room.

H

HAWSE. Generally, the holes at the front of the ship where the anchor cables pass through.

HEAD. Front of the ship. Also refers to the crew toilet as this was at the **HEAD** of the ship. Officers toilets were typically aft like a cubical (Water Closet).

HELM. The steering device of a vessel or ship. Made of 3 parts, a **RUDDER**, **TILLER** and Wheel.

HELMSMEN. A **RATING** who's duty is to steer the ship.

HOLD. The interior cavity of of the hull below decks. Where the provisions and ballast are stored, see also **ORLOP**.

HULK. A ship (hulked) withdrawn from service to use as a floating barracks or store ship.

I

IDLERS. A crew member that is not do duty on a watch, only works in the normal day time.

IRITIS. A condition that causes inflammation inside part of your eye.

J

JIB. The name of the fore most sail of a ship, being a **STAY SAIL**.

K

KEEL. A strong timber beam assembly at the bottom of the Hull, running from **STEM** to **STERN**.

KNEE. A L shaped piece of timber typically used to support the deck beams that span the width of the ship.

L

LANTHORNE. Old terminology for a ships lantern.

LEAD. In this case a weighted device to measure the depth of water. Two types, a hand-Lead and the Deep-sea Lead.

LIEUTENANT. Royal Navy Officer rank. Can be a First or Second meaning seniority on the ship.

LOGBOARDS. Chalkboards that record the ship progress and weather over a 24 hour period. The ship log details are taken from logboard everyday before being erased.

LUFF. To turn the ship into wind for TACKING or stopping the ship.

M

MAIN DECK. That part of the weather deck between the masts, also called the WAIST.

MAST. A strong perpendicular pole for attaching yards and sails. On ships the mast typically comprises of 3 sections.

MASTER. Royal Navy Officer Rank. Lower rank than a Lieutenant, who's function is mainly navigation of the ship and stowage of the hold, amongst other functions.

MATE. Royal Navy Officer Rank. Lower rank than a Master. To assist the duties of the Master and be superintendant of the hold.

MESSENGER. A strong pliable cable made into a continuous loop. Used to raise the ANCHORS by using the mechanical power of the CAPSTAN to wind the loop and NIPPING it to the ANCHOR CABLE.

MIDSHIPMEN. A senior trainee officer. Lower rank than a Mate.

MUSTER. To assemble the crew.

N

NIP. To tie or secure two ropes together with a small cord.

NIPPER. Cordage to NIP a CABLE and a MESSENGER together.

O

OAKUM. Old rope fibres typically used to CAULK the hull.

ORDINAL SEAMAN. A Naval rating/rank of a partially experienced sailor (aka O.D.). Lower rating to a Able Seaman.

ORLOP. Part of the HOLD, a raised platform and containing compartments for special storerooms.

P

PETTY OFFICER. An experienced Able Seamen rated in a temporary senior position of the ships company. Before non-commissioned officers, were made an official rank.

PINNACE. A ships boat, propelled with oars or sails and generally has two masts.

PINTLE. The pin part of a RUDDER hinge attached to the RUDDER. See also GUDGEON.

PIPEDOWN. An order for sailors to hang their hammocks below deck and go to bed. Or unofficially used to tell people to be silent (shut up).

POINT. A contrived woven tapping at the end of a rope. Also, one compass POINT being equal to $11\frac{1}{4}$ degrees, there being 32 POINTS on a compass.

PORT. Left hand side of the ship when looking forward, (old LARBOARD).

PURSER. A civilian Officer who administers the ships stores and accounts.

Q

QUALITY. Navy for the rank or function of a crew member, see also RATING.

QUARTERS. A term for the modern day Action Stations, where the ship makes ready to engage an enemy.

QUARTERDECK. The deck aft of the Main or Mizzen mast. Where Officers usually occupy.

PULL, PULLED. Navy term for rowing a boat.

QUARTERMASTER. A Royal Navy rating, a Working Petty Officer. His function is to assist the MASTER with attending to the stowage of the HOLD, Steering the ship and keeping time using the watch GLASS.

R

RATING. Navy term for the rank or function of a crew member, the old term was known as QUALITY.

REEF. A method of reducing the sail area depending on the strength of the wind.

RUDDER. A hinged timber plate or blade at the AFT end of a boat or ship. Used for turning the boat or ship.

S

SALT. Used as a slang term for a well experienced seafarer, like “salty old sea dog”.

SCHILLING. Old British coin worth 12 pennies (d). 20 SCHILLINGS to one pound (£ or L).

SCABBARD. A sheath of a sword or bladed item.

SCUTTLE. A small hatchway, or hole, cut for access through a ship's decks or sides.

SHIP. A rated sail vessel with three masts.

SHROUD. Strong ropes that support the masts at the sides.

SLOOP. An unrated sail vessel with only two masts.

SLOP. A name given to seamen's clothing that was purchased from the ships purser.

SOLENT. The body of water or the strait that separates the Isle of Wight from the mainland adjacent to Portsmouth.

STARBOARD. Right hand side of the ship when looking forward, (old LARBOARD).

STAY. A strong rope that supports the masts extending forward and down, like Fore-stay or Fore-top-mast-stay etc.

STAY-SAIL. A sail that is attached to a STAY.

STEM. A vertical timber post that is a continuation of the KEEL at the front of the ship and where the Hull plank are attached.

STERN. A vertical timber post that is a continuation of the KEEL at the AFT end of the ship and where the Hull plank and GUDGEON'S are attached. Can also mean AFT.

STEWARD. A personal valet and housekeeper for officers. The old function was to assist the Purser to distribute provisions or others like Gunroom or Captain.

STOKER. Also known as Coal Trimmer, a naval rating who attends the ships furnace(s).

SWAB. A kind of mop. Also, slang as a derogatory term for a worthless fellow or a young sailor.

SWAY. To hoist something.

T

TACKING. When sailing with the wind on one, turning the ships HEAD to get the wind on the other side of the ship.

TILLER. A timber beam attached to the RUDDER. Used to move the RUDDER to turn a boat or ship. Where on a ship the TILLER connects the the Wheel

THOLEPIN. Pegs inserted in the gunwhale of a boat that the oars pull against during rowing.

TOP GALLANT. The MAST section above a TOP MAST.

TOP MAST. The MAST section above a lower MAST.

TOPSAIL. A square sail that attaches to a YARD on the TOP MAST.

TRADE WINDS. Name of the winds that typically blow from an easterly direction in a region of the North Atlantic.

V

VEER. To move or swing in a clockwise direction.

VICTUALS. Provisions of food.

W

WAB. In this case Cornish slang for tongue “hold your tongue”.

WAIST. See MAIN DECK.

WARE. When sailing with the wind on one, turning the ships STERN to get the wind on the other side of the ship.

Y

YARD. A timber spar the attaches to a MAST section of the same name and provides attachment for the square sails. The YARD is suspended horizontally and can partially rotate around the MAST section to suit the wind direction.

BIBLIOGRAPHY

The references are of three types. First the factual references specific to the Sappho commission. The second types are the contemporary references used to try to understand the historical Naval, civil and social culture of that time at each global location during this commission. Lastly, is the terminology, however the sources were to exhaustive, to list all research.

There were many assumption made on the fictitious parts of the story for the artist licence of the story. However, ever effort was made to use sources of that time for phrases, terminology and social trait.

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